



#### NOTES:

IDEAL LOCATION FOR GUARD RAIL: GUARD RAIL SHALL BE PLACED AS FAR AWAY FROM TRAFFIC AS POSSIBLE BUT NO CLOSER THAN 2'-0" FROM THE OBSTACLE SHOWN.

THE DETAILS SHOWN ON THIS SHEET ARE FOR FREEWAYS. FOR OTHER CASES, SINGLE THRIE BEAM WITH 3'-1 1/2" POST SPACING MAY REPLACE THE DOUBLE THRIE BEAM UNLESS THE 2'-0" MIN. CLEARANCE CANNOT BE PROVIDED. THIS SINGLE THRIE BEAM WITH 3'-1 1/2" POST SPACING SHALL BE PAID FOR UNDER ITEM 704-01-A.

FOR CLEARANCES OF MORE THAN 5'-0", ITEMS 704-01-C MAY BE REPLACED BY ITEM 704-01-B WHICH IS SINGLE THRIE BEAM WITH 6'-3" POST SPACING. THE 25'-0" TRANSITION MAY BE ELIMINATED.

FOR CLEAR ZONE DISTANCE (Lc), SEE TABLE 1, SHEET 2 OF 9, STD. PLAN GR-200

\*INCIDENTAL CONCRETE PAVING (4" THICK) IS TO BE PAID FOR UNDER ITEM 706-03-A PER SQ. YARD. THE INCIDENTAL CONCRETE WILL BE USED ON THE PROJECT ONLY IF A QUANTITY & PAY ITEM ARE SHOWN ON THE SUMMARY OF ESTIMATED QUANTITIES.

SEE NOTE 13, SHEET 1 OF 9, STD. PLAN GR-200 FOR INFORMATION ON RETROREFLECTIVE ADHESIVE SHEETING FOR GUARD RAIL SYSTEMS.

THIS STANDARD PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD PLAN GR-200.

- "H" IS THE SHORTEST MULTIPLE OF 6'-3" WHICH EXCEEDS THE HAZARD LENGTH.
- ⊕ GUARD RAIL SHALL BE FLARED TO MEET THE FRONT THRIE BEAM GUARDRAIL.
  - ⊕ SEE STANDARD ITEM, 704-11-C FOR GUARD RAIL END TREATMENT (BI-DIRECTIONAL).
  - ⊕ 6'-3" W BEAM/THRIE BEAM TRANSITION SECTION.